

North Pickering Project Planning a New Community

Ministry of Housing
Hon. Donald R. Irvine, Minister
R.M. Warren, Deputy Minister



October 1974

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PROJECT'S PLANNING PROCESS...

A Meaningful Commitment to Public Participation

When the Province of Ontario announced the intention to establish the North Pickering Project Team in March, 1972, it added an important condition to the planning process.

The public was to be involved in all phases of planning, from the development of initial concepts to the final recommended plan.

The Project Team is now involving the public within the site and in the region from Oshawa to Metro Toronto. Dialogue has been established with special interest groups relating to environment, economics, transportation, utilities services, social development and community design.

During July and August, the first series of Open House Planning meetings were held with residents on the site and in the adjacent communities of Scarborough, Pickering, Ajax, Oshawa and Markham.

Approximately 2,500 planning information kits were distributed to interested citizens, special interest groups, residents of the site, schools and government agencies.

The public reviewed 12 initial alternative concepts and provided comment and ideas regarding the size and general form of the New Community, bearing in mind the need to retain agricultural land and to preserve existing hamlets.

Other factors that were discussed included: the best size for the urban component of the site; whether the urban form should be concentrated or dispersed; the community's relationship with the proposed federal airport; the community's

relationship with the region; and provision for public transit.

The result of reviewing the 12 preliminary concepts was the determination of guidelines for further planning and the identification of areas where compromises or trade-offs must still be made.

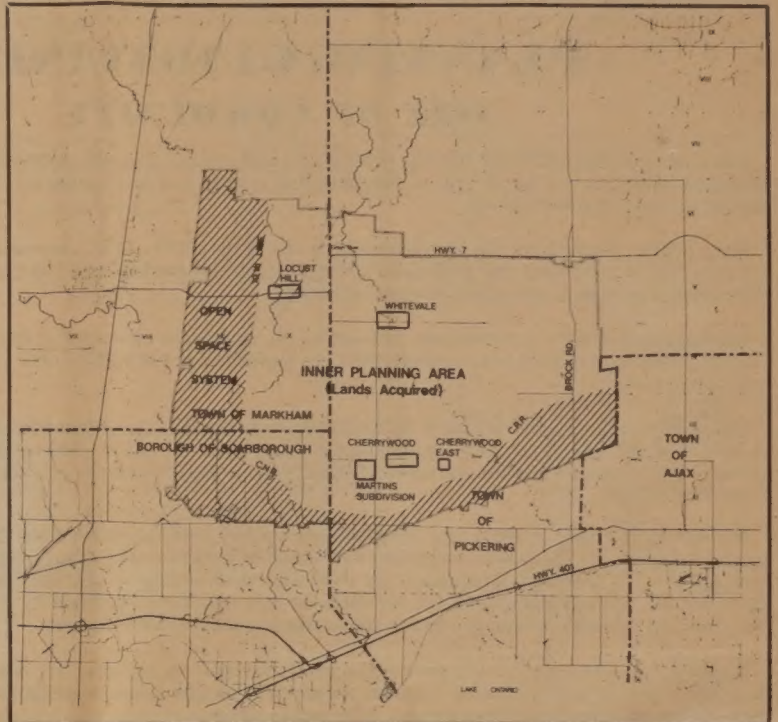
Some of the guidelines established, described on page 2 of this tabloid include: size of community, the establishment of a town centre, open space land allocation and hamlet preservation.

The areas of compromise or trade-off will be explored in the current planning phase and are dealt with extensively elsewhere in this tabloid under "Phase III Modified Concept Plans."

A special mail-in response form is provided for the convenience of those who wish to study the plans at home.

Upon completion of this Phase of planning, the Project Team will move into the fourth phase to finalize the Plan for North Pickering. In early 1975, the public will again have an opportunity to review and comment on the Plan for North Pickering that will be recommended to the Government.

An important element in the Project's approach has been the stress laid on generating public input from the first stages of planning. This is one of the first times that the public will be able to contribute its views from such an early point in a planning process.



NORTH PICKERING PROJECT:

A New Community

The North Pickering Project is a Provincial undertaking to create a New Community through a program of comprehensive land-use planning on a 25,000 acre site located northeast of Metropolitan Toronto.

The Project will be an important element in meeting the long-term housing needs of the Toronto-Centred Region.

When the Government of Ontario announced the Project in March, 1972, it undertook to purchase as many properties as possible within the 25,000 acre site on the open market. At the same time, the North Pickering Project Team was set up to plan the New Community.

In January, 1974, the Government announced that because of the importance of protecting historical, agricultural and recreational resources, 8,000 acres on the west and south periphery of the site would be set aside for open space and agricultural uses. It will also accommodate servicing and transportation corridors. Hamlets and existing subdivisions within the site such as Whitevale,

Locust Hill, Martin's Subdivision, Cherrywood and Cherrywood East will be preserved.

In addition, the Government stated that within the remaining 17,200 acres, additional land could be set aside for these purposes while allowing for balanced development of housing and employment opportunities.

In early 1974, the Province expropriated the remaining properties in the Inner Planning Area and introduced temporary ministerial orders to control land uses on the entire 25,200 acre site until final planning is approved.

North Pickering is the legacy of a series of plans and studies that have occurred within the Toronto region during the last 10 years, and more specifically Ontario's "Design for Development: The Toronto - Centred Region", announced in May, 1970.

TORONTO-CENTRED REGION

The Toronto-Centred Region (TCR) takes in an 8,600 square mile area stretching from Hamilton-Brantford on

the West, the Georgian Bay area on the North, to beyond Port Hope-Cobourg on the East.

Three zones were established: an area for urban development (Zone I); a region of modest urban growth with emphasis on agriculture, recreation, and open space (Zone II); and a peripheral area of selected urban-economic development (Zone III).

North Pickering is in Zone I, the lakeshore urbanized area where a system of two-tiered cities has been proposed. These centres would be of different size, growth potential, and roles, but would be tightly integrated through social, economic and transportation links.

Initially, it was envisaged that development of new communities would begin in the 1980s. The Federal Government's decision in 1972 to build a new major airport northeast of Toronto shifted the timetable.

Refinement of the TCR Plan led to the combination of two of the original Zone I centres, Cedarwood and Brock, into the North Pickering community on land

immediately south of the proposed airport.

Planning for a Parkway Belt from Dundas to Oshawa was intensified. The alignment of the Belt from Dundas to Markham has already been designated and plans are proceeding for the easterly portion.

PLANNING NORTH PICKERING

Because circumstances governing development are bound to change over the years, the development program must be approached with a considerable degree of flexibility.

The Plan for North Pickering now in preparation, will not represent a firm picture in every detail, of the future development. Rather, it is intended to indicate the general principles and objectives underlying the development of North Pickering and the broad pattern which development is envisaged as taking.

The Plan is intended to be put forward with a reasonable degree of confidence that although specific circumstances may change, the basic principles will remain sound and workable.

The experience of the private sector was introduced into the Project when the

Province engaged Plantown Consultants Limited in mid-1973 to assist in the planning. This is a consortium of 13 firms including town planners, engineers, designers and related consultants.

Extensive background studies have been carried out in all areas of planning including the social, physical,

economic, environmental and agricultural needs of both the site and the surrounding region. This data is being used as the basis for the formulation of the North Pickering Plan.

FROM PLAN TO DETAILED DESIGN

The Plan for North Pickering will set the long-term guidelines for

the New Community. It will be the framework by which planners and the public can begin the job of planning the detailed design of individual neighbourhoods; industrial and commercial complexes; and public open space areas. The first residential neighbourhoods are expected to be ready in 1977.

Tabloid Explanation

This feature report was prepared by the North Pickering Project in association with Plantown Consultants Limited as part of the public planning process.

The materials outlines the work done in the previous two phases of the process and presents the resultant Modified Concept Plans which will form the basis for the next planning phase, developing the final Plan for North Pickering.

The contents are designed to help the public better understand and contribute to the planning of the New Community at North Pickering.

For more information contact:

Public Participation Section,
North Pickering Project,
Ministry of Housing,
10th floor, 950 Yonge St.
Toronto, M7A 1Y7.

Evaluation of phase II preliminary planning concepts

The twelve preliminary planning concepts have been examined by a wide range of participants in the public planning process such as: on-site residents, including the North Pickering Council of Community Associations; various affected agencies and municipalities; representatives of Ministries of the Provincial Government; members of the general public at large; the project planning staff, and Plantown Consultants Limited. That review or evaluation process was focused primarily on the questions posed in the introduction and response form provided with the Planning Information Kit. Its completion has made it possible to establish guidelines for the preparation of more detailed planning proposals for a new community at North Pickering.

This document summarizes the planning guidelines that emerged from the evaluation of the preliminary planning concepts.

PLANNING GUIDELINES

SIZE OF COMMUNITY

The most important guideline that has received general acceptance is the principle of planning for the development of the site to a degree that is something less than its maximum potential capacity for a target year around the end of the next decade.

More precise planning for the years beyond the end of the 1980's can be undertaken when it can more accurately reflect conditions and priorities existing of some future date, and can be undertaken with the involvement of persons then resident in North Pickering.

Current planning activities, however, will continue to include the evaluation of end-state plans with respect to their ability to accommodate potential growth to maturity and full development at some point in time during the 21st century.

The maximum population potential of the North Pickering site, assuming housing densities comparable to other recently developed Canadian communities, has been calculated at about 200,000 persons. The population range for planning purposes could be from 70,000 to 90,000 people, depending on the rate at which development occurs.

The figure of 70,000 to 90,000 is significant because various studies have revealed that this population range can be regarded as a minimum community that would be necessary to sustain a multi-purpose town centre, reasonable social and cultural facilities, and services, a diverse employment base, and viable public transit. However, there is no consensus on the development rate to achieve this capacity. The pace of development will obviously relate to Government policy on housing and other external factors.

It should be pointed out that a lower rate of population build-up and lower population target might jeopardize the financial viability of the community and would likely result in no more than a dormitory or suburban area which, on the basis of all evaluations, is desired by no one.

URBAN FORM

a. Degree of Concentration

There has been a consistent desire to avoid urban sprawl in the development of North Pickering. Actions available to achieve that goal are numerous. A few of the primary ones are outlined below. It has been generally agreed by participants in Phase II of the planning, that there are advantages to a concentrated pattern of the urban fabric at all stages in the development of the new community in order to:

- i) maximize the amount of good agricultural land preserved for productive use;
- ii) minimize travel distance or time for internal trips;
- iii) facilitate servicing and thereby reduce costs;
- iv) achieve a cohesive physical and visual urban area.

b. Average Overall Residential Densities

There is general preference for an overall average density which allows a wide mix of housing types rather than a predominant concentration at any point in the range.

A housing mix comparable to that existing with Metropolitan Toronto or recently developed new Canadian communities has been adopted as a guideline.

This would permit:

- single family and semi-detached units at an average of 8 dwelling units per acre net*
- medium density at 15-30 dwelling units per acre net*.
- high density at 40+ dwelling units per acre net*.

The density would appear to balance the need to address the present housing crisis in Toronto, the public demand for detached housing and the need to ensure the financial viability of the Project while still allowing the private market to implement the housing construction program.

* Net residential acreage includes only residential property plus private internal service roads. It does not include public streets, parks, schools, commercial development, etc., acreages.

c. Relationship between Employment and Resident Labor Force

There is also support for dispersing employment throughout the site with primary concentrations of industrial development in the northeast and the southwest sectors.

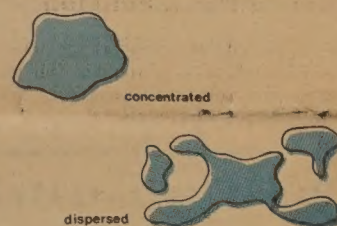
Inherent in this approach is the principle of balance of employment opportunities with the population as well as enhancing the opportunities for a closer relationship between places of residence and employment as a potential means of minimizing the incidence of commuting within and without the community.

FOUR SIZES FOR THE COMMUNITY WERE STUDIED

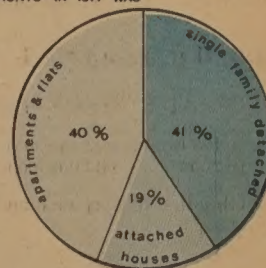


THERE ARE ADVANTAGES TO PLANNING FOR A SIZE OF 70,000 TO 90,000

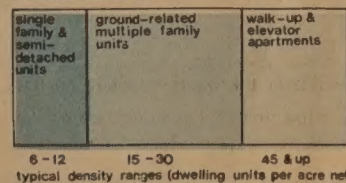
A CONCENTRATED URBAN PATTERN HAS ADVANTAGES OVER A DISPERSED ONE



THE HOUSING TYPE MIX IN METRO TORONTO IN 1971 WAS



THE NEW COMMUNITY WILL HAVE A BROAD RANGE OF DWELLING TYPES AT VARIOUS DENSITIES



AVERAGE OVERALL RESIDENTIAL DENSITIES WILL BE IN THE RANGE THAT ALLOWS FOR A BROAD MIX OF DWELLING UNIT TYPES

d. Town Centre

There is support for a single town centre to enhance the sense of identity of North Pickering. Two approaches merit further examination. One involves the concentration of appropriate wide commercial and social facilities in one location, the plan involves dispersing some of the major social and institutional facilities throughout the community.

The preliminary planning concepts explored the consequences of locating the town centre in several locations including: the possibility of straddling the valley of the West Duffin Creek, adjacent to the valley but on either the west or the east side of it, or between the West Duffin Creek and Little Rouge River. It has generally been agreed that detrimental environmental and transportation effects of straddling the valley of the West Duffin warrant rejecting that possibility. On the other hand, there is fairly widespread support for relating the town centre quite directly to the valley of the West Duffin to take full advantage of its amenities.

The selection of the optimum situation will be dependent on the location and size of the first committed stage of development which is, of course, considerably influenced by the preference for preservation of agricultural land. However, other factors are the benefits to be gained by a good connection to the proposed airport as well as regional transportation linkages and the commercial viability of the centre in relation to the surrounding population areas and other commercial centres. Additional studies are required before this matter can be resolved.

e. Open Space System and Natural Preserves

There is consistent agreement to sustain the integrity of the Open Space System as a buffer between the North Pickering Area and all adjacent developments. The preliminary planning concepts most favored were those which showed an expansion of the Open Space System into the Inner Planning Area between the 10th line in Markham and the Little Rouge River north of Steeles Avenue. This notion has been accepted and will be reflected in all future planning work.

There is also consistent support for the principle that all major river valleys on the site be set aside as public Open Space to provide form and structure to the housing, commercial and employment areas within the developed area.

f. Relationship to the Proposed Airport

Because no decision has been made on the new federal airport, there was not a significant public response to this issue, and therefore, it is not possible to gauge public preference in this area.

The impact on the North Pickering area of an airport would be very significant in employment and transportation factors. However, the substantial size of the site and the long term nature of the development, provides sufficient flexibility in staging to be able to overcome the current uncertainty.

The on-going planning studies will continue to explore the impact of a possible future airport while providing sufficient flexibility to be able to accommodate the possibility that the airport will not be built.

g. Hamlet Preservation

There is considerable support for preserving historically significant areas and hamlets. Some area residents indicated that they would favour the infilling and possible expansion of existing hamlets. Future concept plans will reflect that possibility while providing for the preservation of historical and architectural features of the existing hamlets.

TRANSPORTATION FACILITIES

a. Public Transit

There was a very strong support for having adequate public transit serving the site, although it was consistently recognized that its financial viability was very dependent on an adequate minimum population commitment. There are a number of options available for intermediate capacity transit or bus systems and these options will be explored in all future planning concepts.

b. Future Highway 407

An alignment south of Whitevale has been consistently rejected for two major reasons

- The environmental nuisance as well as physical and social disruption caused by routing it through the site rather than around it, would close options for possible future development, and
- The possibility that this regional and long distance facility would be extensively used for local and intra-community trips.

New concept plans will therefore explore only those variations possible within the northerly corridor of Highway 407 in conjunction with a realigned Highway No. 7.

c. Future East Metro Freeway

Two potential corridors have been identified by the Ministry of Transportation and Communications, either one of which might be planned for development in the period 1980 to 1985. Traffic studies for North Pickering have indicated that there may be a need for early construction of this facility.

It is important that the decision on the route consider wider concerns; namely, the impact upon agricultural lands and environmental areas, congestion on Highway 401 and the needs of the proposed airport.

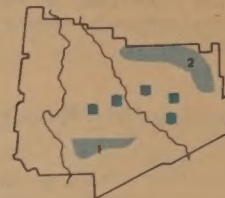
The selected route will affect, to some extent, the location of the first stage of the community and vice versa because to exploit this asset, the initial industrial areas should have good access to the freeway.

Studies will be continued with the Ministry of Transportation and Communications to explore the advan-

EMPLOYMENT OPPORTUNITIES WILL BE IN
BALANCE WITH THE RESIDENT LABOUR FORCE



INDUSTRIAL SITES CAN BE IN ONE OR TWO
CONCENTRATIONS AS WELL AS IN
SELECTED DISPERSED LOCATIONS



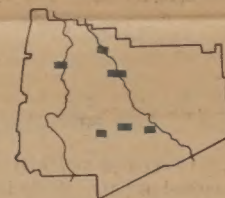
THERE ARE THREE POSSIBLE LOCATIONS
FOR THE TOWN CENTRE



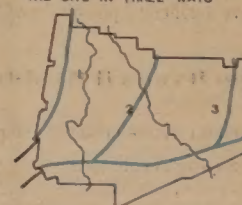
THE OPEN SPACE SYSTEM WILL BE EXPANDED
TO INCLUDE RIVER VALLEYS AND THE AREA
WEST OF THE LITTLE ROUGE RIVER



HAMLETS WILL BE PRESERVED WHETHER
INTEGRATED INTO OR ISOLATED FROM
NEW URBAN DEVELOPMENT



REGIONAL TRANSIT CAN PASS ACROSS
THE SITE IN THREE WAYS



THE NORTHERLY CORRIDOR FOR THE
FUTURE 407 FREEWAY AND BOTH
CORRIDORS FOR THE FUTURE EAST METRO
FREEWAY HAVE ADVANTAGES

tages and disadvantages both for North Pickering and regional traffic movements of an eastern and western location of the east Metro Freeway.

d. Relocation of Havelock Rail Line

Two alternative corridors still appear feasible for providing for freight service to industrial areas of the new community if the airport is built and the Havelock line is re-routed.

- i) it could traverse the northern portion of the site below existing Highway 7, or
- ii) railway traffic could be routed along the Belleville line across the southern edge of the site and thence north on new tracks running parallel to Brock Road, up to the existing Havelock line east of the proposed airport site.

e. Community Road Systems

No firm preference has arisen, although there is considerable public support for having limited connections to Metropolitan Toronto. However, there are overwhelming technical reasons for providing strong east-west regional transportation facilities. These, however, could route traffic around the periphery of the North Pickering site and still provide the inter-community linkages which are necessary in the Toronto-Centred region.

Variations in the spacing of arterial roads, the use of regular or irregular grids or meshes and the directional characteristics of the internal road network in relation to the regional network and land use pattern are all matters that will continue to be explored.

REGIONAL INTEGRATION AND SELF-SUFFICIENCY

The regional context of the North Pickering site in relation to the existing and anticipated urban centres, transportation and servicing networks, community facilities and areas of differing administrative jurisdictions presents many opportunities and constraints for development on the North Pickering site. The generally accepted view is that it is desirable to adhere to the principles of the TCR concept to forge positive social and economic links between North Pickering and other parts of the Regional Municipality of Durham. Notwithstanding that consideration, there may be great difficulty in achieving either a high level of self-sufficiency or independence from the very dominant influences of Metropolitan Toronto. Providing for a considerable degree of integration with all parts of its immediate region, will, therefore, likely be necessary and will continue to be explored.

LOCATION OF INITIAL DEVELOPMENT

There is marked preference to centre development on the eastern section of the site with a strong orientation to Oshawa. This also reflects the overwhelming support for the preservation of agricultural land on the tation to Oshawa. This also reflects the overwhelming support for the preservation of agricultural uses to various degrees, since the prime agricultural land on the site is in the westerly and northerly sectors. The implications of locating development east of the West Duffin Creek, however, require more extensive investigation since many other factors are also involved such as the rate of development and nature of the proposed airport and the timing and location of the East Metro Freeway.

Some of the advantages of a location east of the West Duffin are the following:

- i) This side has the land of lowest agricultural value.
- ii) Development on this side would have the least effect on the existing hamlets.
- iii) The first main industrial areas of the community could be well located between the proposed airport and the residential areas.
- iv) Linkages to Oshawa and areas to the east would be facilitated.

Some of the disadvantages are:

- i) A town centre to serve the area will be inappropriately located if in the fullness of time, the community grows to the area west of the West Duffin, with an equivalent or greater concentration of population resulting from the larger land area available.
- ii) Costs of providing initial services, in particular piped water from the west as proposed in the Central York-Pickering Area Water and Sewage Scheme, will be substantially higher than if development were to start west of the West Duffin.
- iii) Notwithstanding, all attempts to achieve a high degree of self-sufficiency or positive orientation to the east, there will likely be considerable traffic movements to and from Metropolitan Toronto. These could necessitate costly improvements to road networks, including crossing of the West Duffin Creek.

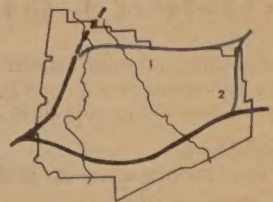
Although there is a preference for initial development on the east side of the West Duffin Creek, planning studies will continue to pursue in greater detail the advantages and disadvantages of locating development on either side.

The divisive effect of the valley of the West Duffin Creek and the physical planning and cost consequences of attempting to link other than very substantial development on both sides of it, has been given considerable study. It has been concluded that development should not extend across it until substantially complete on the side on which it is initiated. Related to this is the determination of the role of the West Duffin Valley. It can be sustained as a natural preserve with minimal provision for human use, or it can be developed as an important component of the active and passive open space facilities of the new community. Both approaches have merit and each has consequences on physical planning that require further study.

A preference was stated for urban development in the sector of the site east of the West Duffin Creek to be limited on its northerly boundary to a location south of the 5th Concession Line to ensure the preservation of buildings of architectural and historic significance concentrated in that location. Satisfactory means of achieving historical preservation, however, might be equally attainable within the fabric of the new community.

Planning studies, therefore, will continue to explore options for development east of the West Duffin that provide for the preservation of structures of historical and/or architectural significance along the 5th Concession Line either by their exclusion from or inclusion into the urban fabric of the new community.

TWO ROUTES FOR THE RELOCATION OF THE HAVELOCK RAIL LINE HAVE ADVANTAGES FOR PROVIDING SPURS TO POTENTIAL INDUSTRIAL SITES

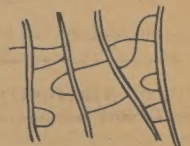
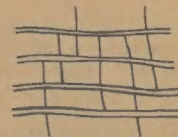


SEVERAL ROAD PATTERNS HAVE DIFFERENT ADVANTAGES FOR INTERNAL MOVEMENTS COMMUNITY STRUCTURE AND LINKAGES WITH THE REGIONAL ROAD NETWORK

uniform grids of differing spacings



differentiated directional mesh networks



DEVELOPMENT FOR A POPULATION BETWEEN 70,000 AND 90,000 PEOPLE CAN BE SITUATED IN THREE LOCATIONS



between the Little Rouge and West Duffin



east of the West Duffin



on both sides of the West Duffin

Modified Concept Plans

Between June and September 1974, the public reviewed 12 initial alternative concepts for North Pickering and provided comments and ideas regarding its size and general form.

These ideas were incorporated in the evaluation of the preliminary concepts and have become guidelines for the current phase of planning.

Public comments also identified areas in which compromises or trade-offs must be made. For example, depending upon the location chosen for urban development, a substantial amount of agricultural land can be preserved and servicing costs can be minimized.

These ideas are expressed as goals and objectives for planning.

The guidelines which have been adopted are listed as 9 Goals and Objectives which can be achieved whatever form the final plan takes. Three Modified Planning Concepts are displayed on page 6-7. All are consistent with Goals 1 to 9. Each one however, embodies differing planning aims.

Conflicting aims cannot all be met to the same degree in the same plan. There must be compromises. The relative importance of these aims needs to be determined in order to measure the comparative merits of the several plans.

The purpose of this study therefore, is to ask the public to express their thoughts on the relative importance of the planning aims. These responses will be utilized along with the detailed technical studies in the evaluation of these Modified Phase III Concept Plans and in the subsequent development of the final plans.

In considering the relative merits of each concept, please refer to the Consequences or Trade-offs listed with each concept.

A response form (page 8) is provided to enable you to indicate the degree of importance you attach to each of the planning aims. Also you are requested to indicate which concept you prefer.

In order that your views can be given full consideration, please return the form no later than **December 2, 1974** to:

**The public Participation Section, North Pickering Project,
Ministry of Housing, 10th floor, 950 Yonge St.
Toronto, M7A 1Y7.**

PHASE III MODIFIED CONCEPT PLANS

Goals and Objectives

As explained in the introduction, the background studies and evaluation of Phase II Preliminary Planning Concepts have led to the formulation of goals and objectives to be satisfied in the preparation of Modified Concept Plans. These are listed below. In each case, the broad goal is stated first with its implied planning objective(s) following in italics.

GOAL 1:

TO ACHIEVE A SIZE FOR THE NEW COMMUNITY THAT ENSURES:

- THE PROVISION OF ADEQUATE COMMUNITY FACILITIES.
- ITS FINANCIAL VIABILITY.
- THE ESTABLISHMENT OF A DIVERSE ECONOMIC BASE, AND
- A SIGNIFICANT INCREASE IN THE HOUSING STOCK IN THE TORONTO-CENTRED REGION.

OBJECTIVE:

To achieve a basic population level of from 70,000 to 90,000 people in the New Community

GOAL 2:

TO BUILD A NEW COMMUNITY IN WHICH RESIDENTS MAY CONVENIENTLY CHOOSE TO BOTH LIVE AND WORK.

OBJECTIVES:

- To balance the number of jobs with the size of the labor force living in the New Community.
- To provide a wide range of job opportunities in office, professional and industrial employment.
- To encourage at least 50 per cent of the New Community's resident labor force to both live and work in North Pickering.

GOAL 3:

TO PRESERVE AND ENHANCE EXISTING NATURAL AND HUMAN-MADE ENVIRONMENTAL FEATURES.

OBJECTIVE:

- To incorporate into the public open space network of the New Community all existing natural features of the site which have high value.
- To ensure that wherever possible existing structures of architectural or historical significance are preserved in setting isolated and unaffected from other anticipated developments or are integrated into areas of compatible use and character.

GOAL 4:

TO ENSURE THAT THE PORTION OF THE NORTH PICKERING SITE UNDER DEVELOPMENT AT ANY TIME

- MINIMIZES TRAVEL DISTANCE AND TIMES FOR INTERNAL TRIPS.
- FACILITATES THE PROVISION OF SERVICES AND UTILITIES AT REASONABLE COST, AND
- ACHIEVES A PHYSICALLY AND VISUALLY COHESIVE URBAN FABRIC

OBJECTIVE 4.1:

To plan for the new urban development in a compact and concentrated pattern.

GOAL 5:

TO PROVIDE A RANGE OF LOCATIONS IN WHICH INDUSTRIAL, BUSINESS AND INSTITUTIONAL ENTERPRISES MAY BE ESTABLISHED, THEREBY PROVIDING RESIDENTS OF THE NEW COMMUNITY MAXIMUM OPPORTUNITY FOR CHOICE OF PLACES TO WORK.

OBJECTIVE 5.1:

To ensure that areas for non-residential land uses are allocated to provide for ranges of sizes, types and location.

GOAL 6:

TO DERIVE MAXIMUM BENEFIT FROM THE CONSTRUCTION OF REGIONAL TRANSIT FACILITIES, SHOULD THESE BE CONSTRUCTED BETWEEN METROPOLITAN TORONTO, THE PROPOSED AIRPORT AND AREAS TO THE EAST.

OBJECTIVE 6.1:

To incorporate in the Plan for the New Community a corridor to accommodate regional transit facilities with the potential for access points at locations convenient to areas of population or employment concentrations.

GOAL 7:

TO ENSURE THE ESTABLISHMENT OF A COMMERCIALLY VIABLE TOWN CENTRE CAPABLE OF ADEQUATELY MEETING THE NEEDS OF THE POPULATION OF THE COMMUNITY.

OBJECTIVE 7.1:

To provide a site for a town centre of sufficient size and appropriate location to ensure its development as the dominant focal point of commercial and institutional facilities of community-wide significance.

GOAL 8:

TO PROVIDE SUFFICIENT FLEXIBILITY IN THE PLAN TO ENABLE FUTURE RESIDENTS OF THE NEW COMMUNITY TO PARTICIPATE IN THE DETAILED PLANNING OF ITS FUTURE DEVELOPMENT AND GROWTH.

OBJECTIVE 8.1:

To provide a framework plan for a population of 70,000 to 90,000 persons, with a sufficient degree of flexibility to permit it to be refined or modified.

OBJECTIVE 8.2:

To ensure that the framework plan is capable of accommodating growth beyond that point in a variety of ways in keeping with initiatives or priorities that may arise in future years.

OBJECTIVE 8.3:

To ensure that planning of the existing hamlets can readily be accommodated within the framework plan for North Pickering

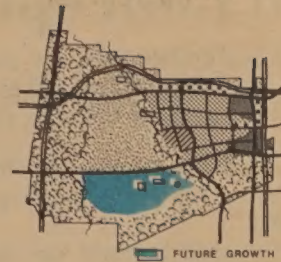
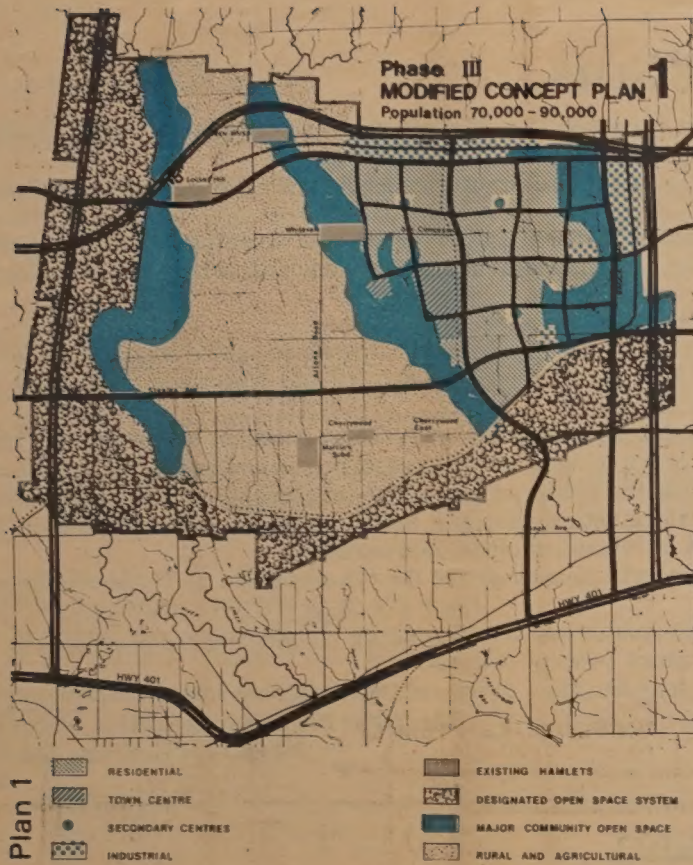
GOAL 9:

TO ENSURE THAT THE MIX OF HOUSING STOCK IN THE NEW COMMUNITY CAN ACCOMMODATE PERSONS WITH DIVERSE SOCIAL AND ECONOMIC CHARACTERISTICS, NEEDS AND DESIRES.

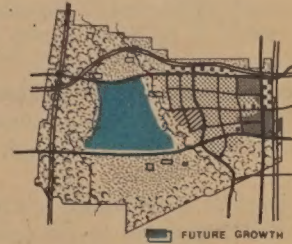
OBJECTIVE 9.1:

To ensure the development of the residential sectors of the New Community provides for a broad mix of dwelling types.

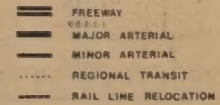
PLAN 1



IF GROWTH TAKES PLACE BEYOND A POPULATION LEVEL OF 70,000 - 90,000 IT MIGHT OCCUR IN EITHER OF THE WAYS ILLUSTRATED HERE.



POSSIBILITIES FOR GROWTH



LOCATION: East of the West Duffin Creek

PLANNING AIMS

- Maximize retention of agricultural land.
- Take advantage of economics opportunities generated by the proposed airport.
- Maximize relationship of the New Community to south Pickering and the Region of Durham.
- Maximize community identity and self containment.
- Minimize impact on existing hamlets.

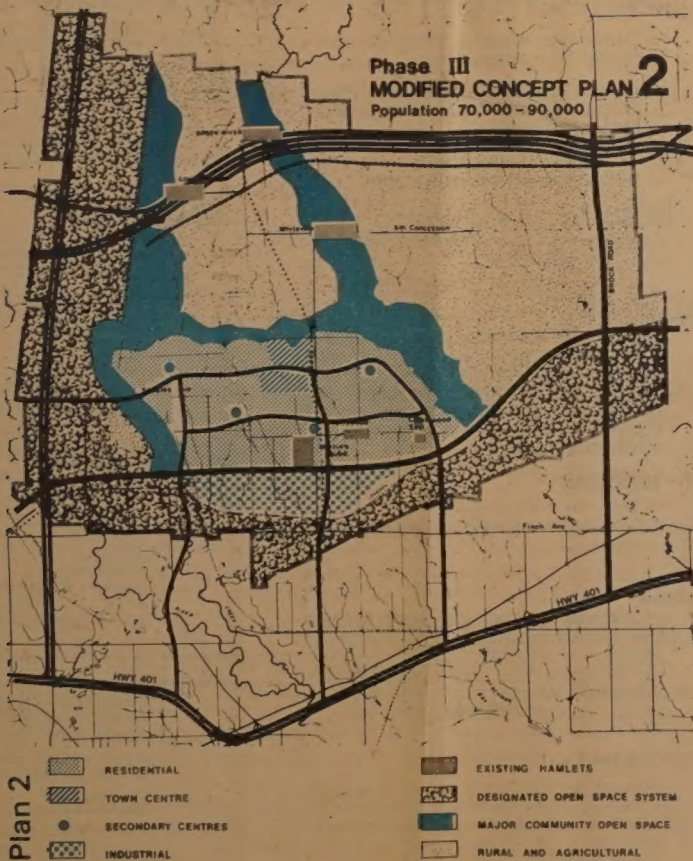
CONSEQUENCES OR TRADE-OFFS

- Increased servicing and development costs because of remoteness of development from existing and proposed regional services.
- No potential for possible growth without having to cross the West Duffin Creek.
- Likely to adversely affect the main Duffin Watershed, and particularly its potential for cold water fisheries.

LAND USE BUDGET

Residential 2,250 ac.	Industrial 750 ac.	Town Centre 250 ac.	Secondary Centres 75 ac.	Open Space, Rural, Agricultural & Other 13,875 ac.
17,200 acres				8,000 acres
INNER PLANNING AREA				OPEN SPACE SYSTEM

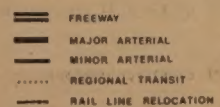
PLAN 2



IF GROWTH TAKES PLACE BEYOND A POPULATION LEVEL OF 70,000 - 90,000 IT MIGHT OCCUR IN EITHER OF THE WAYS ILLUSTRATED HERE.



POSSIBILITIES FOR GROWTH



PLAN 2

LOCATION: Centred on the Petticoat Creek drainage basin.

PLANNING AIMS ACHIEVED IN THIS CONCEPT

- Minimize initial servicing and development costs.
- Minimize adverse environmental impact by:
 - minimizing crossings of the West Duffin Creek
 - concentrating intensive development in the Petticoat drainage system
 - removing most of the intensive development from the vicinity of the West Duffin Creek.
- Maximize the commercial potential of the town centre if additional growth beyond a population of 70,000 to 90,000 occurs as a result of priorities and initiatives taken at some future date.
- Maximize linkages to Metro Toronto.

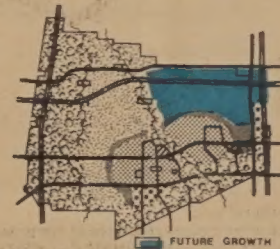
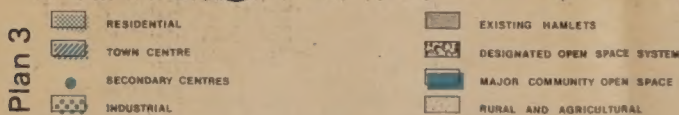
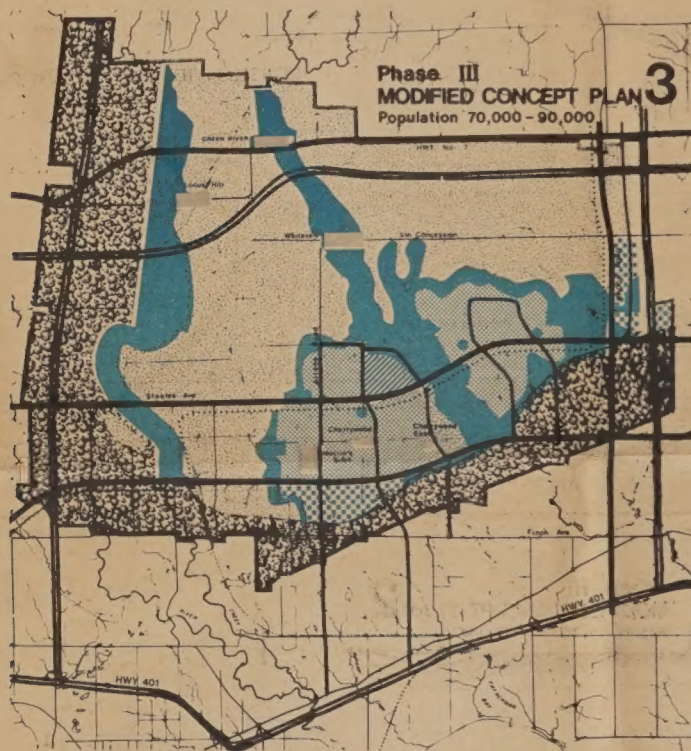
CONSEQUENCES OR TRADE-OFFS

- Areas of high quality agricultural land will be developed for urban use.
- Industrial areas are not well situated with respect to the proposed airport and the anticipated regional freeway network.
- Cedar Grove, Martin's Subdivision, Cherrywood and Cherrywood East will be surrounded by new urban development.

LAND USE BUDGET

Residential 2,250 ac.	Open Space, Rural, Agricultural & Other 13,875 ac.
Industrial 750 ac.	
Town Centre 250 ac.	
Secondary Centres 75 ac.	
17,200 acres	8,000 acres
INNER PLANNING AREA	OPEN SPACE SYSTEM

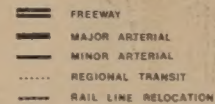
PLAN 3



IF GROWTH TAKES PLACE BEYOND A POPULATION LEVEL OF 70,000 - 90,000 IT MIGHT OCCUR IN EITHER OF THE WAYS ILLUSTRATED HERE.



POSSIBILITIES FOR GROWTH



LOCATION: Straddles the West Duffin Creek

PLANNING AIMS

- Maximize flexibility for possible future growth particularly in response to the uncertainty of the airport.
- Take advantage of the West Duffin Creek as an amenity and major recreational feature, including the possibility of using a lake to serve a dual recreational and flood control use.
- Retain best agricultural land free of urban development.

CONSEQUENCES OR TRADE-OFFS

- Increased servicing and transportation costs because of the connections required across the West Duffin Creek.
- Likely to adversely affect the natural environmental character of the West Duffin Creek.
- Does not achieve a compact, cohesive community.

LAND USE BUDGET

Residential 2,250 ac.	Open Space, Rural, Agricultural & Other 13,875 ac.
Industrial 750 ac.	
Town Centre 250 ac.	
Secondary Centres 75 ac.	
17,200 acres	8,000 acres
INNER PLANNING AREA	OPEN SPACE SYSTEM

Planning Open House Schedule

Beginning Monday, October 28, 1974 the North Pickering Project will hold a series of Open Houses to display the Modified Concept Plans which have been prepared under Phase III of planning for the North Pickering area. These new concepts are more detailed and are a result of the evaluation of the Phase II alternative concepts, incorporating ideas received from the public during the past several months.

New planning material will be available at these Open Houses or from our offices on Brock Road, the Planning Information Office located on the Pickering-Scarborough Town Line, or at 950 Yonge Street, 10th Floor, Toronto.

Times, dates and locations of the Open Houses are listed below. We hope you will take the opportunity to view these Modified Concept Plans and provide your ideas on the future planning of North Pickering.

ON-SITE:

Monday, October 28 to Wednesday, October 30, Noon — 9 P.M. *
Location: North Pickering Planning Information Office,
Plum Hollow Farm,
Pickering-Scarborough Town Line north of Finch Avenue.

* Special presentations will be given at 2:00, 7:00 and 8:30 P.M.

PICKERING:

Thursday, October 31, Noon — 9:00 P.M.
Friday, November 1, 10:00 A.M. — 6:00 P.M.

Location: Reception Area, Banquet Hall, Lower Level
Sheridan Mall, Highway No. 2 and Liverpool Road.

MARKHAM:

Monday, November 4 and Tuesday, November 5, Noon — 9:00 P.M.

Location: Markham Village Shoppes,
65 Main Street North
Markham Village

SCARBOROUGH:

Thursday, November 7 and Friday, November 8 Noon — 9:00 P.M.

Location: Scarborough Civic Centre,
Room 107, 150 Borough Drive,
Scarborough, Ontario.

AJAX:

Tuesday, November 12 and Wednesday, November 13,
Noon — 9:00 P.M.

Location: 2nd Floor Committee Room
Ajax Municipal Complex
65 Harwood South
Ajax, Ontario

OSHAWA:

Thursday, November 14 and Friday, November 15
Noon — 9:00 P.M.

Location: Arts Resources Centre,
Civic Administration Complex
Centre Street South,
Oshawa, Ontario

What do you think about these modified concept plans?

The North Pickering Project Team and Plantown Consultants Limited have arrived at a very important point in the preparation of Modified Concept Plans for the new Community. They have prepared the three basic concept plans (page 6-7) entitled "Phase III—Modified Concept Plans". Listed with these illustrations are the "Planning Aims" which the planners used in their preparation. In order to evaluate the relative merits of these Concepts, we are asking you to give us your preferences.

The evaluation of these Concepts will consist of comments from individuals such as yourself. The planners will be undertaking detailed studies of the social, economic, environmental, transportation, servicing, and financial implications.

The planning must proceed according to a fixed timetable so that the Plan for North Pickering can be completed in the spring of 1975. In order to be given adequate consideration, this form should be returned not later than **MONDAY, DECEMBER 2, 1974.**

1. Please re-examine the three concepts and the planning aims for each. Then complete the following.

I like Concept _____ best.

I like Concept _____ least.

Please look at the list of planning aims for the Concept you like best.

Rank the planning aims by placing a number 1 in the box representing the one you consider most important, a "2" for the next and so on.

(a) ☐

(b) ☐

(c) ☐

(d) ☐

(e) ☐

Next rank the planning aims of the concept you like least, in the same way as above.

(a) ☐

(b) ☐

(c) ☐

(d) ☐

(e) ☐

Finally, rank the "Planning Aims" for the remaining concept

(a) ☐

(b) ☐

(c) ☐

(d) ☐

(e) ☐

Please give your general comments concerning the three concepts —

3. Please indicate your place of residence by an "X" in the appropriate box:

☐ on site; ☐ elsewhere in Pickering; ☐ Ajax

☐ Oshawa; ☐ Whitby; ☐ Markham;

☐ Scarborough; ☐ elsewhere in Metro Toronto;

☐ other (specify)

4. Please maintain/add/delete my name on your mailing list (circle one).

Name Tel. No.

Address

PLEASE MAIL TO:

Public Participation Section,
North Pickering Project,
Ministry of Housing
950 Yonge St., 10th floor,
TORONTO, M7A 1Y7
Ont. Tel: 965-9168